RAIL TRAVEL NEWS

VOL. 9 NO. 14
DECEMBER 1979
ISSUE NO. 196

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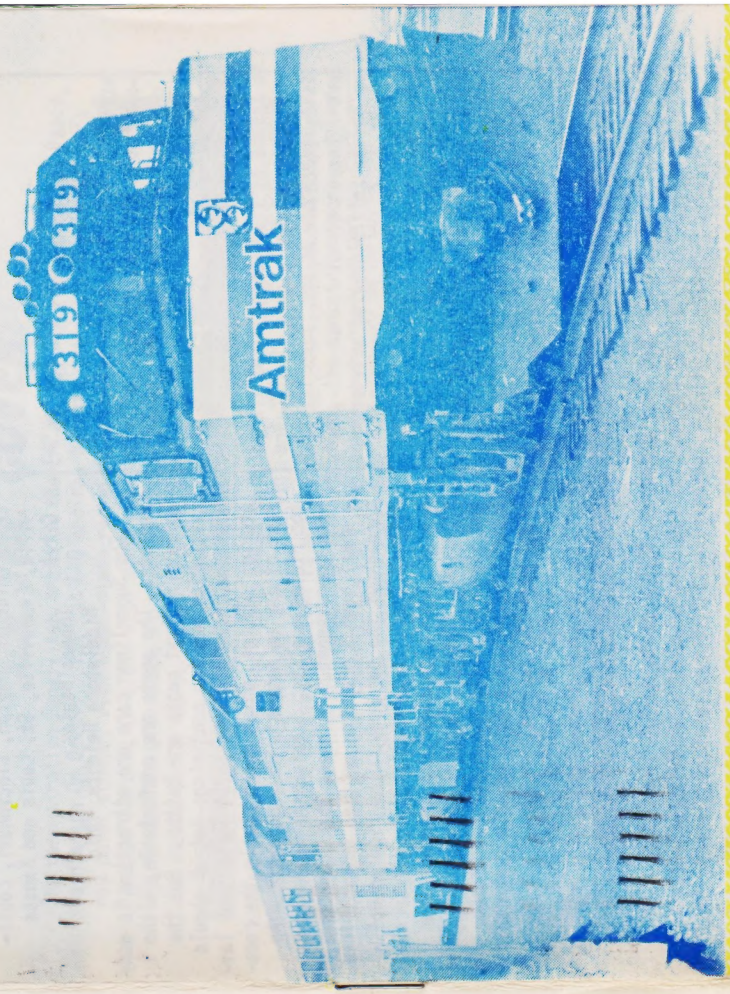

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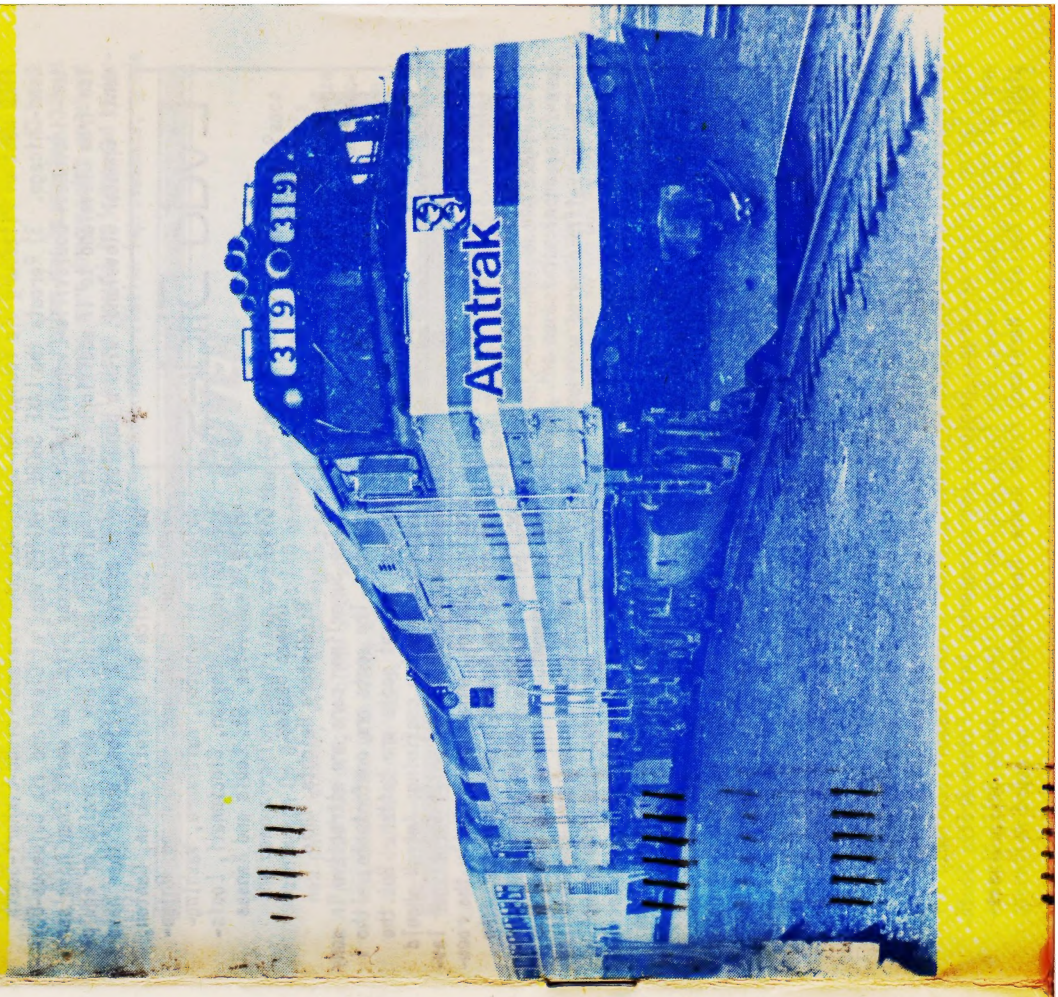

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LETTERS

My congratulations for adding Adron F. Hall of Mississippi as a regional correspondent for the Southeast U.S. You couldn't have picked a better man, and I'm certain that RTN readers will enjoy his articles.

(Robert T. Clark's) letter in issue #194 contained too many words and no thoughts. As to us "wringing our crying towels", we have, but it's from dedication and perspiration! Where was Mr. Clark when rail passenger advocates were working to avert those cutbacks?

Henry DiVenuto
Southeastern Transportation Coalition
Macon, Georgia

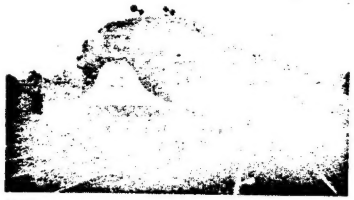
Encouraged by Samuel Stokes' letter in issue #193, I suggest the following: 1) Reroute the NIAGARA RAINBOW. Instead of running it from Buffalo thru Canada to Detroit, run it Buffalo-Erie-Cleveland-Toledo-Detroit. 2) Reroute the BROADWAY LIMITED west of Pittsburg via Youngstown-Canton-Akron-Cleveland-Toledo-Elkhart-South Bend-Chicago. 3) Reroute the LAKE SHORE LIMITED west of Cleveland via Columbus-Dayton-Cincinnati-Louisville-Evansville-St. Louis-Kansas City. We would then have service from Cleveland to 17 additional cities--without adding any more trains or equipment! Greater Cleveland, with a population in excess of 2 million, would then have daily service to: Detroit, Akron, Canton, Youngstown, Pittsburg, Harrisburg, Philadelphia, Wilmington, Baltimore, Washington, Columbus, Dayton, Cincinnati, Louisville, Evansville, St. Louis and Kansas City!

Thomas Healey
Middleburg Heights, Ohio

The Superliner cars are attractive in many aspects. The seats are comfortable, altho I believe Amfleet seats are better. But the lavatories are too confining; Amtrak should have specified the Rohr-built Turboliner lavatories' design, which are probably the roomiest of any on Amtrak's new equipment. As for riding quality, I think the Superliners need improvement. It seems that each bump of a wheel over a crossing or frog is amplified throughout the car body. The ride on well-aligned track is generally good, and deceleration from high speed was smoother than expected. However, lateral movement on curves and some low joints was a bit too brisk. The Superliner car is a good vehicle that could stand some improvement.

Rodger W. Fredrick
Norwood, Pennsylvania

Evda Slides



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Published twice monthly by Message Media, P. O. Box 9007, Berkeley CA 94709. Subscription $12.00 per year; single copy 50¢. Overseas and institutional rates on request. STAFF: James Russell, Editor. Paul Rayton, Editor-at-Large. Regional Correspondents: Peter Putnam Bretz, Southern California; James Feeney, New York; Jack Ferry, Illinois; Adron Hall, Mississippi; Kenneth Maylath, Maryland; Peter Roehm, Massachusetts.

★ ELEVEN NEW CORRIDORS BEING STUDIED

The following is the text of a press release by Amtrak on Nov 9:

Amtrak President Alan S. Boyd and Secretary of Transportation Neil Goldschmidt have sent a joint letter to Congress outlining 11 possible rail corridors that if developed, would have the potential of diverting large numbers of intercity travelers from automobiles to more fuel efficient trains. The list was developed in response to a request made by Representatives Harley O. Staggers, Chairman of the Interstate and Foreign Commerce Committee; James J. Florio, Chairman of the Subcommittee on Transportation and Edward R. Madigan, ranking minority member of that subcommittee.

The joint Boyd-Goldschmidt letter lists the following rail corridors that will be studied for possible development: New York to Buffalo, Chicago to Detroit, Chicago to Cincinnati via Indianapolis, Chicago to Twin Cities via Milwaukee, Chicago to St. Louis, Chicago to Cleveland, Seattle to Portland, Los Angeles to San Diego, Los Angeles to Las Vegas, San Francisco to Sacramento, and Dallas to Houston to San Antonio. The list will now undergo extensive feasibility and cost studies. Amtrak and DOT will report on the studies by Jan 30, 1980.

Amtrak noted that the list is not exclusive. More routes may be studied. Boyd commented: "We are looking for those opportunities where more frequencies on short haul routes will get people out of their automobiles and result in increased ridership for Amtrak. This may indeed mean more track work, station improvements, grade crossing modifications and other measures to permit train speeds well in excess of the 55mph interstate highway limit. It will undoubtedly mean a greater need for new equipment. The obvious question is what will it all cost, and we won't know that until we do the study." Population concentration, the market for increased travel and the potential for competitive rail passenger service between cities served as the basis for selection of the possible corridors.

Amtrak currently operates service on 10 of the 11 potential corridors, and some of the corridors have state-supported trains authorized under section 403(b) of the Amtrak Improvement Act. Amtrak and DOT renewed their interest and commitment in completing the Northease Corridor Improvement Project. This project, which began in 1977, will make improvements that will result in 120mph service between Washington DC and Boston MA. The Northeast Corridor is owned and operated by Amtrak.

ON THE COVER

The demonstration Superliner train on the EMPIRE BUILDER route poses at Pasco, Washington On Oct 14. The two F40 engines heading the train are in Amtrak's new paint scheme, with equal-width red-white-and-blue stripes and a larger size "Amtrak" wording in black with white outline. The display train ran from Chicago to Seattle with stops at stations along the way for the public to tour the new double-decker cars. Photo by Glenn Lee.

★ EMPIRE BUILDER TO RUN DAILY

The EMPIRE BUILDER will begin daily Christmas-season service on Dec 15, continuing thru Jan 5, 1980, Amtrak announced on Nov 19. The train usually runs on a tri-weekly schedule. On the three days of the week that are its regular days of operation, sleeping cars will operate, Amtrak said, but no sleepers will run on the other days because of the shortage of electric-powered cars at this time. There will be full dining car service every day, Amtrak said. The train is the first Amtrak long distance train to be equipped with all Superliner cars. That operation began on Oct 28.

DOT ATTEMPTING TO REDUCE ALL PASSENGER TRAIN SPEEDS

The U.S. Department of Transportation's Federal Railroad Administration, RTN has learned, has recently proposed changed maximum speeds for passenger trains in the U.S., making them the same as freight train speeds. The new FRA rule, as the organization states, "will have the effect of reducing the maximum allowable operating speed for passenger trains on certain classes of track." The reason for this, the FRA states, is that "Many locomotives in passenger service impose as severe loads on the track as any freight equipment. The increased probability of personal injuries in passenger train accidents warrants at least the same level of safety for passenger trains as for freight trains."

The effect of the new rules, if adopted, would be to slow the speed and thus increase the running time of every Amtrak train. The rules would apply to commuter lines also, including PATH, but would not apply to rapid transit systems, which are under the authority of UMTA. The table below, showing data prepared by Amtrak, indicates the amount that each Amtrak route would be slowed.

(First column is time added to run; second is % of schedule increase:)

Metroliners	1"	0.5	Washington-Cincinnati	1'12"	8.2
Boston-Washington	18"	2.7	Boston-Newport News	22"	2.5
New Haven-Springfield	30"	31.6	Chicago-Laredo/Houston	3'39"	9.3
New York-Philadelphia	1"	0.9	Chicago-Los Angeles	2'13"	5.3
Philadelphia-Harrisburg	14"	12.7	Chicago-New Orleans	2'22"	13.0
Chicago-Carbondale	24"	9.6	Chicago-NY/Boston	1'11"	5.5
Chicago-Detroit	28"	8.1	Chicago-Wash./New York	31"	2.7
Chicago-Dubuque	15"	6.0	Chicago-Oakland	3' 2"	7.5
Chicago-Milwaukee	4"	4.4	Chicago-Seattle	6'43"	14.2
Chicago-Port Huron	28"	7.4	Chicago-Washington	1'25"	6.5
Chicago-West Quincy	43"	15.4	Los Angeles-New Orleans	27"	1.0
Chicago-St. Louis	1' 0"	19.1	Los Angeles-Seattle	9"	0.5
Los Angeles-San Diego	32"	14.9	NY-Miami via Charleston	1' 8"	4.3
Minneapolis-Duluth	58"	27.0	NY-St Pete via Columbia	2' 1"	7.3
NY-Albany-Buffalo	24"	5.0	New York-Savannah	14"	1.5
New York-Montreal	52"	10.1	Seattle-Salt Lake City	8"	0.6
Oakland-Bakersfield	30"	7.6	Washington-Montreal	3'37"	21.9
Seattle-Portland	5"	2.2	Ogden-Los Angeles	5"	0.5
Seattle-Vancouver	5"	1.8	New York-New Orleans	15"	1.0
Washington-Martinsburg	8"	8.2			

As the table shows, not all routes are hit equally. The most severely affected long distance routes would be those of the EMPIRE BUILDER, with over 6½ hours added to the schedule, the INTER-AMERICAN, with over 3½ hours added, and the MONTREALER, lengthened by over 3½ hours. In general, trains on SP and UP lines are little affected--the COAST STARLIGHT for example getting only 9 minutes added--because trains on these lines already run at conservative speeds on padded schedules. Some short distance runs would be heavily affected, such as the SAN DIEGANS with over a half hour added, New Haven-Springfield with a half hour tacked on, the SAN JOAQUIN with 30 minutes added, and so on. Opponents of the ruling note that the affects it would have would be to drive patrons to other travel modes that have poorer safety records, thus actually increasing the number of transportation fatalities in the U.S., the opposite of the ruling's stated intent. Some opponents feel that the actual intent of the FRA move is to scuttle passenger trains thru a backdoor operation, the DOT having

largely failed in its recent attempt to cut back the Amtrak system by a large percentage.

The rule would keep the existing six classes of track (1-6, with track 6 the highest quality) but would vary speeds within each class depending upon the weight of rail used for a given track in that class. For example, on Class 4 track, the predominant class in the U.S., the maximum speed for passenger trains is now 60mph; that would be reduced to 50mph over Class 4 rail of less than 112 pounds weight, would remain at 60 for rail between 112 and 131 pounds, and be increased from 60 to 80 for rail weighing over 131 pounds per yard. The EMPIRE BUILDER would be affected by this change because the 79mph speed now maintained would be cut to 50mph on light rail.

The proposed rules were originally published in the Federal Register Sep 6. Hearings are to be held on the rules. Originally scheduled for Nov 14 & 15, the hearing date has been changed to a December date not known for certain but believed to be Dec 10 & 12. The hearing will be in room 2230 of the Nassif Bldg., 400 7th St, SW, Washington DC 20590. Written comments can be submitted by approximately Jan 11, 1980, addressed as follows: Docket No. RST-3, Notice No. 1, Docket Clerk, Office of the Chief Counsel, Federal RR Administration, 400 7th St, SW, Washington DC 20590. They must be submitted in triplicate. If a stamped, self-addressed postcard is included, the FRA will return it as notification that the written comments have been received. To make an oral statement at the hearings, the Docket Clerk should be notified by telephone or letter (202-426-8836).

Amtrak is participating in the hearings. An Amtrak spokesman said the corporation is "concerned" about the proposed rules, which have a "potential to be devastating".

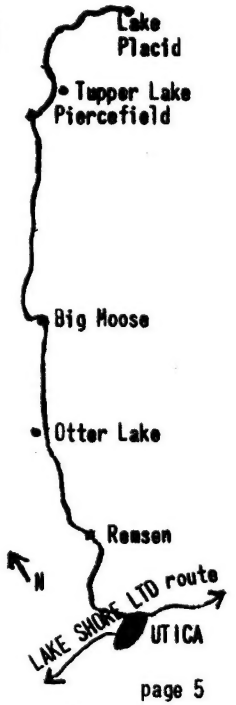
The technical basis for the proposed changes is a document entitled "FRA Evaluation of Peak Stresses for Various Weights and Track Constructions" by D. P. McConnell of Cambridge MA. The document is available for perusal in room 4406 of the Trans Point Bldg., 2100 2nd St, SW, Washington DC 20590 during regular business hours, the FRA said. Another DOT source said, however, that no such document exists.

RAILWAY TO THE OLYMPICS

The Adirondack Railway, a new operator, is starting service just in time to carry passengers from Utica NY to the Winter Olympics at Lake Placid.

The railway is a small corporation involving 3 people from railroad backgrounds and about 120 employees. The project began with planning in 1971, while incorporation took place in 1977 and construction began in 1978. The railway has leased the ex-New York Central line between Utica and Lake Placid from the state of NY for 30 years, and its 142 miles of track make it the biggest line of its kind, according to spokesman Scott Thompson. It's a common carrier as well as a tourist line, and this winter it should do a land-office business bringing tourists from the Utica Amtrak station (an across-platform transfer from the LAKE SHORE LIMITED and Empire Corridor trains) into the scenic Adirondack Mountains and the Olympic Games site.

The Adirondack is running vintage cars including P70 coaches, open-air cars and other interesting equipment. It plans to add 3 steam engines next summer, but presently uses diesel power. There will be 2 daily roundtrips during the games, leaving Utica at midnight and 5am for the 5-hour trip. Roundtrip fare is $25. Passengers will be able to



return to their train during the day at Lake Placid for naps or meals in the diner.

A special inaugural train ran on the line on Oct 9 (see last issue for consist) and a trip was open to the public on Nov 9. The railway will offer vacation packages and other promotional devices. It will make flag stops. The railway's address is Box 579, Old Forge NY 13420. Telephone is 315-369-3000.

URBAN-SUBURBAN TRANSIT

NEW JERSEY STATE hearings are being held the first two weeks in December on a new plan for state development of public transit and possible elimination of $300 million in interstate highway construction, with the money going instead to transit.

CHICAGO TRANSIT AUTHORITY at the end of November was facing a labor problem, with a workers contract having expired Nov 23 and the Regional Transportation Authority threatening to withhold subsidies unless a cost-of-living clause in the contract was changed.

BART'S LABOR DISPUTE was more or less settled, not to the union's satisfaction, but trains began running on normal schedules on Dec 3 for the first time since the dispute began last Aug 31. BART is now running two trains daily directly from Richmond to Daly City without necessity of transferring in Oakland.

CHICAGO'S LA SALLE Street Station, housing only the Rock Island commuter service now, may get ICG service to the Southwest Side. This would require a connection between the two railroads. The RTA wanted to move Rock Island operations into Union Station, but that facility is becoming overcrowded, and chances are that La Salle St. will remain and see additional service. Commuter patronage in Chicago has shown substantial gains recently, as it has elsewhere, adding to the crowding problem. (The BN has 7% more riders than last year, and the Milwaukee Road 16% more.) The Rock Island's bankruptcy is of course a problem, and the RTA may have to buy its commuter line at some point.

A STREETCAR LINE connecting Portland and Beaverton, Oregon has been proposed for further study by Oregon transportation officials. Two possible routes have been advanced--one via the Sunset Highway corridor and one by Multnomah Blvd, once a railroad right of way. A bus connection is also to be considered. The selected route could be expanded west to Hillsboro later.

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CHICAGO TRANSPORTATION OFFICIALS on Nov 13 announced plans for $3 billion in transportation projects. The preliminary plans include improvements to the Loop L, CTA station modernization, Southwest Side transit improvements, and other projects.

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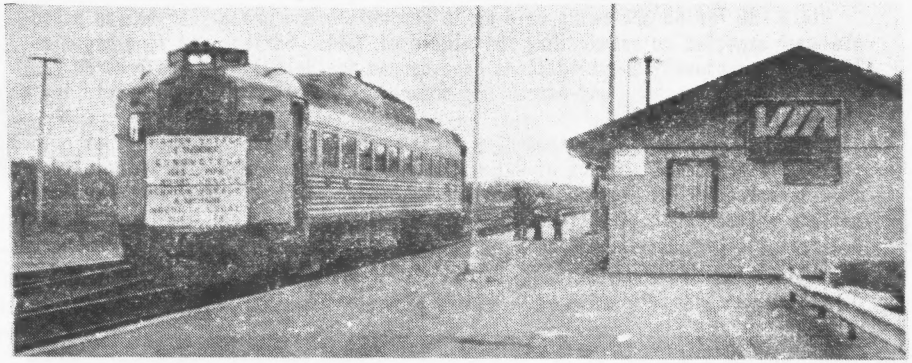

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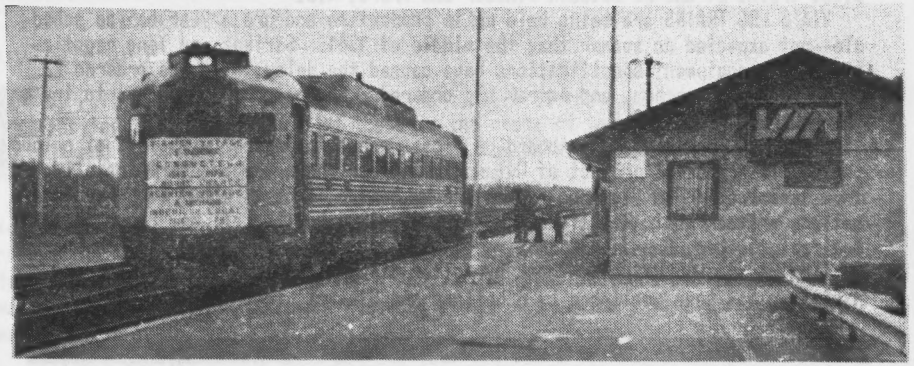

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SHORTAGE OF SPACE on VIA transcontinental trains during the holiday season has been criticized by Transport 2000. T2000 President Harry Gow told the CTC on Nov 4 that at that time "no sleeping car space is available on the eastern transcon between Dec 20 & 23. Coach and Dayniter space is available for short haul traffic within the Maritimes but no space is open across key sections of Quebec, blocking long haul traffic." Gow noted that so far VIA had made no provision for the second sections traditionally run by CN in former years. "Extensive numbers of passengers are being turned away and needlessly frustrated in making their holiday travel plans" Gow said.

TWO SERVICES DISCONTINUED effective Oct 28 were Ontario Northland trains 283 and 584 between Swastika and Rouyn/Noranda, Ontario; and VIA/Dominion Atlantic mixed trains 21 and 22 between Windsor and Truro, N.S.

VIA'S LRC TRAINS are being held up in production and are a year behind schedule--not expected no sooner than the middle of 1981. Strikes and long negotiations over equipment specifications have caused the delay. VIA has ordered 22 engines and 50 coaches, and Amtrak has ordered 2 engines and 10 coaches to try on the PACIFIC INTERNATIONAL.

A NEW BOOK entitled "All Aboard: A Cross-Canada Adventure" with lots of colour photos, is a special project of Owl magazine, and shows a young girl traveling from Newfoundland to Victoria by VIA and by boat. It costs about $7. For information, write: Public Relations, PO Box 8116, 1801 McGill College, Floor 13, Montreal, Quebec, Canada H3C 3N3.

"THE PAPER JUGGERNAUT", a book by Walter Stewart critical of the Transport Ministry, has been published by McLelland and Stewart, Toronto.

A NEW DOMELINER IN QUEBEC
by Guy Chartrand

On October 28 the Canadian Transport Commission's "Final Plan for Eastern Transcontinental Passenger Train Service" took effect. the ex-CN/VIA SCOTIAN was dropped, the ATLANTIC was rerouted and extended to and from Halifax, N.S.--and also some new regional passenger trains were born. One of these trains is LE SAINT-LAURENT, VIA trains 18 and 19, which now run daily between Montreal and Mont-Joli, Que., on the old ICR line thru Levis and Riviere-du-Loup.

I boarded the new train on Nov 10 in Montreal Central station. At the platform I found ready to leave as train 18 the following equipment: engine CN 6770 (FPA4), baggage VIA 9666, coach VIA 5467, Skyline dome VIA 505, and coach VIA 5616.

The biggest attraction of the new train is the Skyline dome car. To my knowledge this is the first time that a real dome car has regularly run on the Montreal-Halifax CN line, altho in the late 1960s and early 1970s an ex-Milwaukee Road Skyview car ran on the line.

In addition to overnight service now provided by the "Ocean" (Coach, sleeping and dayniter equipment) VIA offers a new day service, "Le St-Laurent" featuring a panoramic skyline dome car. Meal and beverage service available.

VIA Rail Canada

Two sets of equipment cover trains 18 and 19. The two Skyline dome cars used are ex-CP cars VIA 505 and 515. These are the two cars that formerly ran between Montreal and St-John N.B. on the now-defunct CP ATLANTIC. These two domes are different from the other cars of their type in that they have flip-over seats in the dome section.

The ride between Montreal, Levis, Riviere-du-Loup and Mont Joli is fast and is mostly by daylight, especially westbound. My trip was eastbound on Saturday and westbound on Sunday. Both trains ran on time, and they ran fast. Many stretches exceeded 80mph. The track is in excellent condition and the ride is smooth.

Highlights of the trip are the breathtaking view of Quebec City from the south shore of the St. Lawrence River around Levis, and the full course meals served in the dining section of the Skyline dome car. There is no microwave food.

Even tho November is the low season, the patronage was very good, and the passengers were very happy and optimistic about the future of LE ST-LAURENT.

THE CRESCENT IN TRANSITION
by Adron F. Hall

Few rail passenger routes survived the turmoil of the past year to offer better service than before. One of these is the route of the CRESCENT, Amtrak trains 19 and 20 operating between New York and New Orleans, and more specifically between Atlanta, Birmingham and New Orleans.

As of Oct 28 the CRESCENT was definitely an Amtrak train. Very few characteristics of the SOUTHERN CRESCENT remained. After Amtrak's takeover of the train in February, the menu was soon changed but retained freshly-made bran muffins for breakfast and Southern fried chicken for dinner. The green Southern E-8 locomotives remained for a while, and Southern coaches, diners and sleepers were the main equipment for the train.

However, changes slowly evolved, and with the Oct 28 schedule changes a lot more than schedules changed. On that date almost all coaches on the CRESCENT were Amtrak (at least 19 SR coaches were returned to Southern on Nov 7). A full-length lounge (ex-PRR parlor car) replaced the coach-lounge and sleeper-lounge which had operated on the train since the February takeover. In the diner, bran muffins and poached eggs on corned beef hash were missing from the breakfast menu, and Southern fried chicken had disappeared from the dinner menu.

But Amtrak and Southern seem to be making an effort to maintain a good level of service for the train. On Friday, Nov 2, northbound from New Orleans to Birmingham, we departed on time with a light patronage of 31 in coach and 10 in sleepers. Passengers in the (ex-SR) diner were being served breakfast by a courteous and efficient crew. Food was plentiful and eggs prepared as ordered. A waitress carried a full breakfast to a handicapped passenger in coach. The coach attendant later returned the tray and dishes and then brought the passenger a glass of ice water.

Just after crossing Lake Ponchartrain, Amtrak #20 slowed to meet the first of nine freights it would meet or pass on its single-track route to Birmingham. All of these, as well as a maintenance-of-way train and the southbound CRESCENT, were in passing sidings. Here was quick evidence that Southern expedites the passage of the CRESCENT and has the trackage and dispatching to do so.

Some passengers in the thru sleeper from Los Angeles remarked on the contrast of the CRESCENT with the abominable trip they had on the SUNSET, scheduled to arrive in New Orleans at 8:45pm the previous evening, but finally lumbering in at 4:15am, just in time to have the thru sleeper switched to the CRESCENT. Their westbound trip found them arriving on the southbound CRESCENT into New Orleans 15 minutes early, but into L.A. on the SUNSET 4 hours late--much of the latter trip without heat, water, or coffee. Paul Reistrup, during his Amtrak presidency, rode the SUNSET and proclaimed it Amtrak's number one train.

Service aboard the 45-seat full lounge car is many steps above the 12-15 seat lounge Amtrak previously used, or the totally lacking lounge car on SR's pre-February tri-weekly service between Atlanta and New Orleans. Mr. Smith, the lounge

car attendant, was an able host who learned well how to serve passengers on SR, where he had been a dining car steward. He was a bit excited over going all the way thru to New York, this being his first trip north since Amtrak began running the complete CRESCENT consist to New York.

Crossing the Black Warrior River into Alabama, the CRESCENT has priority over a large tow of barges in midstream waiting for the railroad drawspan to be lifted. Two Amtrak technicians walk the train and see that everything seems to be operating properly, then settle in the lounge for a Coke break and talk of the adventures in their traveling job.

But as we speed thru the suburbs of Bessemer and into Birmingham, some typical Amtrak problems find their way into my notes. Mr. Smith has no more Manhattans, since a gentleman drank four for lunch, and Mr. Smith has a long way to go to Manhattan. He also has no more "lite" beers because he has sold all that he himself had bought in New Orleans. At the stop in Meridian MS, a city of 50,000, only one passenger boards for the convenient departure time of 10:45am, a departure to cities with populations of millions. Is Amtrak Marketing doing its job? There is a large market out there of travelers for beautiful journeys on the CRESCENT.

ACROSS MISSOURI ON THE ANN RUTLEDGE
by D. W. Yaeger

On a Tuesday in October, a ride across the state on Missouri's new ANN RUTLEDGE revealed clean equipment, friendly crews, poor patronage--and a baggage man with no baggage car. The train, an extension of the Chicago-St. Louis ANN RUTLEDGE, is running under Amtrak's 403(b) formula and replaces the extreme western portion of the ill-fated NATIONAL LIMITED.

Missouri officials, who contend they are the first to sign a contract under the newly-revised 403(b) section of the Amtrak law, are enthusiastic about the run and talk of the possibility of increasing the frequency between St. Louis and Kansas City.

But after a middle-of-the-week round trip, it is evident that more promotion of the run is needed if even a single train can survive.

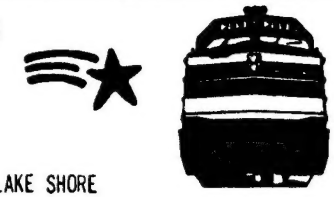
The lone Amdinette attendant west of St. Louis pleaded with the handful of customers to "tell everybody about your nice train ride." The crew, including a conductor in a business suit, was congenial and had plenty of time to talk with passengers--27 of them between St. Louis and Kansas City. Only 9 persons boarded at downtown St. Louis, 7 at suburban Kirkwood, 7 at the state capitol, Jefferson City, and none at Sedalia or Warrensburg--cities with populations of 25,000 and 15,000 respectively, and obviously oblivious to the Amtrak service. There were 4 carry-overs from the Chicago-St. Louis segment of the run. The full Chicago-Kansas City run takes 3½ hours longer than the SOUTHWEST LIMITED route. The train via St. Louis connects with the SOUTHWEST LIMITED at Kansas City--with an approximate 4-hour wait either direction. Only 3 or 4 persons made the connection.

The train carried a baggage man who "went along for the ride." There was hardly any checked baggage--with the old baggage car on the run going the way of the NATIONAL. An Amtrak employee explained that the presence of the baggage man from St. Louis west was to fulfill a union contract. (The baggage man was dropped early in November.)

J. Everett Mitchell, Director, Missouri Division of Railroads, said that the state and Amtrak will meet in January to discuss possible round trip daily service between St. Louis and Kansas City, meaning two trains each way. "If this round trip daily service is infeasible at this time, we plan to implement it in our second year contract."

Normal consist of the ANN RUTLEDGE west of St. Louis is an Amdinette and two Amcoaches.

A TRIO OF LAKE SHORE EVENTS
by Kevin J. Gregoire



NEW ELECTRIC EQUIPMENT FOR THE LAKE SHORE

Tuesday, Oct 16 was the first day of operation for the new head end power equipment on the LAKE SHORE LIMITED. Westbound train 449 pulled into Pittsfield that evening with F40PHR engine 288 leading baggage car 1154, Amdinette 20224, coaches 4615 and 4608, and sleeper 2932 "Pacific Shore."

The F40 locomotives are a real blessing for this section of the LAKE SHORE. The venerable old E8's had been failing for over a year in two ways: the breakdowns on the mountain between Springfield and Pittsfield were becoming an almost daily occurrence; and with winter fast approaching, the steam generators just wouldn't hack another cold season. The F40's brought with them both a dependable source of motive power and a source of electric power for heat, air conditioning and lighting. A combination of age and deferred maintenance due to imminent replacement had done in both the E's and the conventional cars.

The 4600-series coaches, ex-UP 1964 and 1965 vintage cars, are not (much to my amazement) stainless steel construction. The formerly yellow exteriors have been painted platinum mist. The Amtrak striping running down the window band--equal 8-inch stripes of red, white and blue--is made of reflectorized 3M tape. This is no doubt intended as a solution to the Amfleet fading window band stripe problem. One end of each coach has a vestibule which has kept the original Dutch door and folddown steps. There are just 44 seats per car, compared to the standard ex-NYC 56-seaters that regularly plied this route. Each seat has its own window with tinted glass and a shade. The seat backs recline nearly 45°, and the double leg rest stretches out horizontally. This should make a definite improvement for sleeping in a coach on overnight trips. There are fluorescent reading lights for each seat pair. The interior is Amtrak's Superliner-type earthtone colors--chocolate brown carpets and vinyl seats with center inserts of multicolored cloth vertical stripes. The restrooms are spacious, with additional lounge seats for smokers. Dump-to-the-tracks sinks and lavatories should do away with winter freeze-up problems of the Amfleet retention-type toilets. The cars also have a writing desk and chair which are a definite plus for conductor record keeping or RTN correspondent story writing. The cars ride smoothly and quietly while maintaining excellent temperature control and balance--I've ridden them in both sub-freezing and over-80° outside temperatures.

The sleepers used are the 2900-series "Pine" and "Pacific" electrified 10/6 conversions. The 2800-series converted specifically for this train have not been seen yet. The Amdinette with its table booths is a definite improvement over the old snack bars on this route. Also, the extra seats at one end are helpful to carry deadheads, overflows, non-reserved last minute and cash fare riders separated from the long-distance reserved space revenue fares.

Hopefully, more cars will be available for the peak holiday season. Last summer the train was almost consistently sold out, and it will take 3 new coaches to equal the capacity of 2 older cars. It would be a shame not to capitalize on the demand created by this new, more dependable equipment by not having enough of it in service. We are also looking forward to the real diners and lounges.

These cars, nice as they are, are only a temporary solution to the equipment problem. New single-level long distance cars for Eastern trains will be ordered with capital funds contained in Amtrak's new budget. The best is yet to come.

(continued on page 14)

THE DESERT WIND AFTER FOUR WEEKS

by Walt Stringer

The Ogden station is like Denver's, tho not as grand. It's an 11pm-7am station, and about 30 people awaited the agent's arrival this Saturday, Nov 24. When he opened up at 10:45, we learned that DESERT WIND would leave on time, that the PIONEER was on time, and that train 5, the SAN FRANCISCO ZEPHYR, was three hours late because of snow on the BN and UP. Normally the DESERT WIND won't hold over an hour for train 5, with the SFZ passengers being given the options of staying over in Ogden or cashing in their tickets.

The DESERT WIND was parked on track 2, with F40 engine 254, baggage 1251, long distance Amcoach 21826, Amdinette 20229, long distance Amcoach 21858, and regular seat Amcoach 21270. The train has been doing very well, I was told, especially when No. 5 connects. About 50 boarded tonight, half bound for Vegas and half beyond. We were loaded into car 21858, tickets were collected, and lights turned off before Salt Lake City.

The Salt Lake passengers were put into 21826, so there was no disturbance of our coach. The Amdinette is open until just after Salt Lake. One UP crew runs Ogden to Salt Lake, then the next crew goes all night to Vegas, with engine crews changing at Milford.

The night passed quietly, and I awoke at 7:15 Pacific Time to see us snaking down a small canyon containing a dry wash. The conductor pleasantly told us of our impending 20-minute early arrival in Vegas, and we got a first view of the city as we glided down a hill north of it.

Arrival at Las Vegas was at 8:05am with 30 off and about 300 waiting to board at the new station behind the Union Plaza Hotel. Amtrak augments the consist between here and L.A., so engine 224 came off a nearby siding to head up our train, with Amfleet cars 21185, 20053 and 21189 going on the rear. Car 20053 was a working Amcafe, with two L.A. service attendants who make a very nice two-day roundtrip with the night in Vegas.

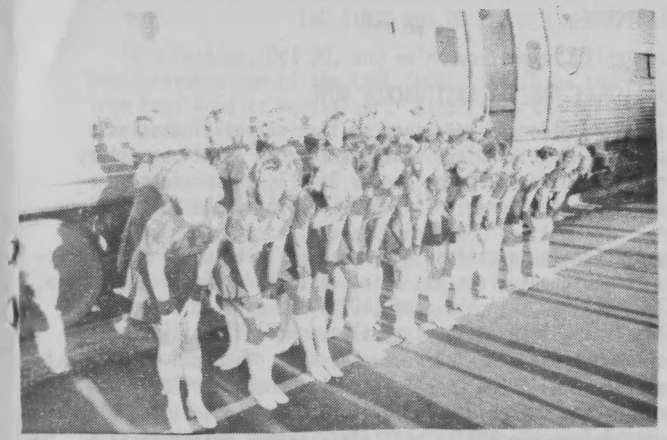
Due to some confusion as to who was in charge of loading the 300 people, we managed to leave 15mins late at 9:00 sharp, with a new crew and very few empty seats. Our lateness was no problem, because the schedule has a good hour or so of padding each direction. UP runs the train well, and its track is quite good, with only an occasional rough portion, tho there are many curving stretches to slow things down.

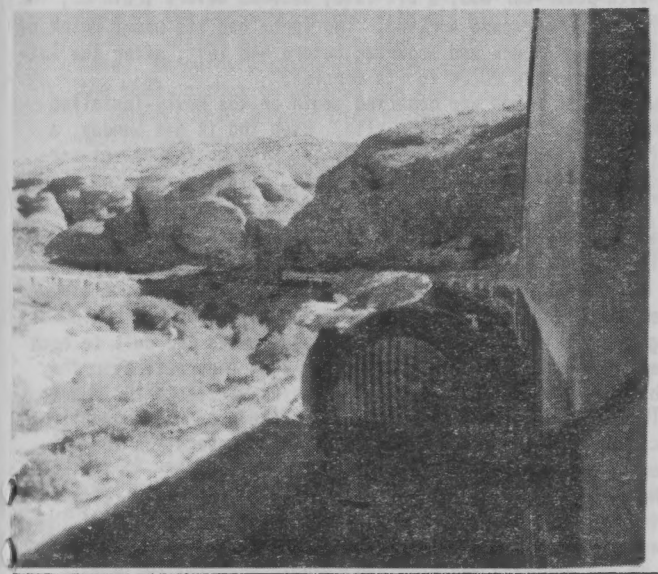
> The new train is doing "very well" according to Amtrak. It's been carrying 200-300 between L.A. and Las Vegas and over 100 east of that leg. On Monday, Nov 26, 130 traveled to Vegas, with 100 others going beyond there.

Freight action was heavy, with two delays to No. 35, including a 20-min job at Elora siding as we overtook a coal drag which was in turn overtaking a drag freight. We passed Yermo at 12:15, Daggett at 12:30, and quickly accelerated to 80mph on Santa Fe's perfect track for the quick run to Barstow.

We spent 10 minutes at Barstow, leaving on time after letting two off and picking up 10 others, along with the Santa Fe crew. The run to San Bernardino was slowed by signal problems between Summit and Cajon, giving the two dozen railfans on Cajon Pass that warm, hazy Sunday afternoon plenty of photo opportunities. We met the eastbound DESERT WIND just east of Summit with a similar consist.

We hit San Bernardino at 3:05 and let 20 off and 10 on, and by that time both Amdinette and Amcafe were down to just liquor and a few snacks--understocked again!



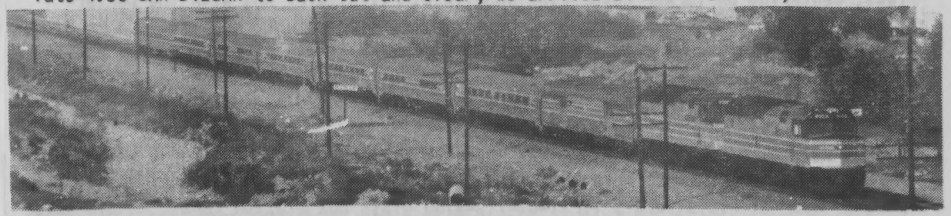


Those infamous dancing girls at the Las Vegas inaugural celebration for the DESERT WIND are seen in the top photo--and thereby hangs a tale: when Amtrak's Washington headquarters got word that dancing girls would appear at the inaugural run ceremony in Las Vegas officials almost blew a fuse. But it turned out that the performers were girls from Las Vegas High School. Even RTN's report last issue carried, due to an editing error, the statement that they were "Las Vegas show girls". In Pete Bretz's photo they are going thru their routine on Oct 27 before the second day's run of the press train departed for Ogden.

In the lower photo, the DESERT WIND is running eastbound thru the very scenic Meadow Valley Wash south of Caliente, Nevada. Shown is the inaugural press train on Oct 27, with its special rear observation car. Photo by Pete Bretz.

We reached Pomona at 3:40, and the rookie fireman running the train overshot the station by a good train length! Some apparent vandalism gave us several red lights near Glendora, causing another delay and putting us into Pasadena at 4:30.

We rolled down the hill to the L.A. River, and waiting at Mission Tower for the late 4:30 SAN DIEGAN to back out and clear, we arrived at LAUPT at 4:55, 10mins late.



Inaugural train leaves L.A. Paul Rayton photo.

LAKE SHORE EVENTS

(continued from page 11)

THE LAKE SHORE MAKES A LAST BACKUP MOVE

Berkshire Eagle reporter Rory O'Connor had asked me to ride one of the last LAKE SHORE LIMITED backup moves as a technical consultant for a front page story he was doing about the train. The day chosen, Sunday Oct 21, was perfect--a classic Indian summer day with temperatures in the mid-80's while the fall foliage was still in bright color.

Arriving at the Albany station in Rensselaer, we found it to be under reconstruction both inside and out. A new block floor was being installed. Train 48 had just arrived, lead by F40PHR 292, E8A 415, E8A 443, and F40PHR 305 pulling baggage car 1152 (Boston) and 1270 (New York), then Boston cars sleeper 2923 "Pacific Park", coaches 4614 and 4603, followed by New York cars coaches 4613, 4618 and 4619, Amcafe 20126, Amdinette 20220, sleeper 2981 "Pine Crest", and slumbercoach 2050.

Altho it was early arriving and switching went efficiently, #48 departed with F40 PHR's 299 and 284, along with power car 693, a bit late, seconds before train 62, the SALT CITY EXPRESS Turboliner from Syracuse arrived. The Turbo had its usual drink of expensive JP-4 from a waiting fuel truck and departed before 448 left, after the latter had added F40PHR 306 and Amdinette 20224 to its consist.

Twenty minutes down, we got the board and departed south on the newly-installed northbound main and quickly hit our maximum 79mph clip. Even tho it was Sunday, a full complement of Conrail maintenance-of-way crews were working on the out-of-service southbound main, installing welded rail, ties, ballast, aligning, raising, and tamping the track.

Rory and I rode the rear vestibule with veteran Conrail trainman John "Buddy" Matson, who would be making one of the last backup moves of the train. Just past milepost 125 Buddy gives the call by radio to Conrail engineer John Halsey to stop, as we've just cleared the switch points. Within seconds the switch points behind us shift position, a red signal starts flashing green, and Buddy gives the call to back up on a limited clear board. This backward trek swings us west then east over the Hudson main, then straight north before a sharp curve takes us west onto the Hudson River Bridge at CP-SM. This trip takes one thru a wild, remote area where usually a wide variety of animals can be spotted. Today we see only two hunters, as the animals, knowing their presence, have hidden.

The vista from atop the bridge is spectacular. To the north the capital city of Albany and its government towers are visible; to the south the broad expanse of the lower Hudson Valley; directly beneath us the mainline we were just riding; and to the west the twin bridge of the railroad and New York Thruway spanning the Hudson River. Seconds later, Halsey has us moving forward and we waste no time now.

There is barely time for a roast beef sandwich, potato chips and Coke in the Amdinette, where we are joined by fellow NARP member Bob Fichter, an urban affairs director from Mayor White's office in Boston. A lively discussion of politics follows, centering on former Mayor Evan Dobelle of Pittsfield, now with the Carter Administration, House Appropriations Committee Ranking Republican Silvio Conte of Pittsfield and his role in saving the Boston section of the LAKE SHORE, the MONTREALER, and getting the money to replace the torn-up Penn Central trackage to eliminate the backup on this route. Before I realize it, Buddy Matson is announcing imminent arrival in Pittsfield over the PA system, as John Halsey pulls us in right on the advertised, having made up the whole 20 minutes of lateness.

Another much too-short trip on this fine train has ended. Rory and I spend another hour at Pittsfield's first-of-its-kind glass box station rehashing his notes for his newspaper story.

THE FIRST RUN ON THE NEW ALBANY MAIN

It's Tuesday, Oct 30, and we're waiting at Pittsfield to ride the first westbound revenue run of the LAKE SHORE LIMITED on the restored 12-mile trackage from Post Road to Rensselaer. Other than the Berkshire Eagle's two front-page stories on Amtrak's new equipment, backup move, and new trackage, and local radio coverage, there is no Capital District of New York media coverage or Amtrak special events publicity.

Retired Conrail yardmaster Jim Kipp of Pittsfield rode the first eastbound run that morning, reported smooth running, and I'm joining him for the evening return trip. Along with last-minute arrival Dan Hermanski, we quickly decide in the absence of Amtrak's Official Inaugural Run that we'll have our own inaugural party. We agree that a cake will be in order, and we rush to a nearby bakery to buy one. Of course, we find none with an Amtrak logo, so since it's almost Hallowe'en, we purchase one with a black cat on top. Perfect for Amtrak, we thought, and the cat strangely resembled Brock Adams.

Train 449 arrives 40 minutes late, and we climb aboard the Amdinette with Conrail conductor George Casey and trainman "Buddy" Matson. I present Buddy with a copy of the Berkshire Eagle with his picture on the front page backing up the LAKE SHORE. George heads to the counter for coffees and Cokes while we break out the cake. We quickly celebrate so we can head to the Dutch doors in the vestibule of the 4600 coaches to observe the new track first hand.

Conrail road foreman Dick Knight will board at CP 187 (Post Road Crossing) to qualify the engineer and fireman, as this is new track. Dick further told me that the speed on this track will be held to 30mph for the first couple of weeks, rise to 50 for about a month, then 65 and finally by early next year to the maximum 79 which it was built for. Then next spring Amtrak can fully adjust its schedule to take into account this new high speed track. Then 55-60 minute running times between Pittsfield and Albany will easily be possible.

As the train slows down, I head for the Dutch doors and swing open the tops on each side. I see the flashing green indication on the CP 187 signal bridge as we cross route 9, the headlight of the F40 shows up Dick's silver car and the switch points as we swing onto the new track. The Selkirk main seems to curve off to our left as the Albany main used to seem to curve off to the right.

We enter a long, gradual right hand curve, pass under the twin bridge of the Berkshire Span of the New York Thruway as we sound the horn and flash the strobes for the first crossing. Each and every grade crossing on this line is equipped with flashing lights, gates, and bell no matter how lightly traveled it may be. We parallel a little country road for a while, passing new houses seemingly built after this track was removed in 1972 and 1973. Surprise--you've got a train on your front lawn! I hope they're all RTN readers as the air horn blasts into the quiet night and strobe lights flash off the windows.

We continue our slow journey under the bridge at Brookview, past the old swimming hole, and begin another long, gentle curve to the right. There's little to see except another grade crossing from here until we begin our final descent into Rensselaer as we curve around another hill. Now the lights of the Hudson River and finally Albany appear on our left, then we're under the route 20 bridge where I get sand in my eyes from the bridge reconstruction above. Over two roads which pass beneath us in Rensselaer, and around a final tight, squeaking S-curve we go into the station only 20 minutes late. Even at 30mph we've made up 20 minutes.

At last after four long years of operation we're back to where we started from when the service was abandoned in 1971.

Mixed Train of Thoughts

THE THANKSGIVING WEEKEND, Nov 22-25, was probably the heaviest Thanksgiving weekend in Amtrak history, a spokesman said. That weekend is traditionally the most heavily-concentrated travel time of the year. In the NE Corridor this year Amtrak tried an experiment: over 50 Amtrak office people volunteered to work in stations helping direct the crowds of travelers and giving passenger assistance (not doing jobs of other employees). The result was in part a good learning experience for Amtrak people who don't normally deal face to face with the traveling public. Amtrak used pre-cancelled tickets for heavy corridor traffic to ease the conductors' jobs of collecting them, and to prevent their being turned back in for refunds if they weren't collected.....

★ ★ ★

AMTRAK RIDERSHIP FIGURES: Why does it take so long to get them in print, some readers ask. The reason is that it takes Amtrak a long time to get them officially counted and released. For example, the August figures in our last issues were released only on Oct 23. Amtrak said that conductors must send in pouches of ticket counts and Amtrak must open and count them and then prepare the final data tallies. Occasionally we get preliminary figures on some routes from local counts, but these are usually revised in the final count at Amtrak headquarters.....

SEPTEMBER RIDERSHIP FIGURES are not here yet as we go to press, but Amtrak had some summary figures for us: overall, ridership was up 16.9% in Sep (compared to Sep 1978), with long distance up 33.8%, short distance up 38.2%, and NE Corridor up 3.5%. For the last fiscal year, which ended with Sep, Amtrak total ridership was 21,406,768, up 13.2% from the previous fiscal year. Long distance was up 21.4%, short distance up 21.0%, and NE Corridor up 6.4%. The heavy patronage in Sep is a good sign that rail supporters were anticipating, that ridership will remain elevated even after the traditional drop following Labor Day. The gasoline problem is going to keep trains busy in the foreseeable future. Amtrak's on-time performance in Sep was 61.8%, an increase from the 49.4% of August but below the 62.1% of Sep 1978.....

THE SUNSET LIMITED continues to experience major delays, as we reported last issue, because of heavier freight traffic and track deterioration. Amtrak President Alan Boyd has written to Mr. Biaggini of the SP about the problem. Amtrak said it is "acutely aware" of the difficulties on the SUNSET. In Sep, on-time performance was zero--the third straight month of not a single on-time arrival. The main problems are on the segment between New Orleans and San Antonio.....

★ ★ ★

SUPERLINER SLEEPER 32003 was named the "Edward L. Ullman" on Nov 28 in ceremonies at the Seattle Amtrak station. The widow of Dr. Ullman, former Amtrak board member who died in 1976 shortly after your editor shared a last train ride with him (see RTN #128 & 129), unveiled the name plate on the car. Plaques in the car and in the station also commemorate Dr. Ullman. The Amtrak board was meeting that day in Seattle for this special occasion. No important decisions came out of the meeting--just routine business, Amtrak said. Some board members rode the Superliner equipped EMPIRE BUILDER and the COAST STARLIGHT after the meeting.....

THOSE FRA REGULATIONS that aim to lower passenger train speeds (see page 4) can be affected by Congressional action. Some rail supporters are urging that others write their Congressman in opposition to the ruling. Some fear that Amtrak may make

a deal with the FRA that would allow fast speeds in the NE Corridor but slow speeds for long distance trains.....

RENO FUN TRAIN will commence its seasonal Oakland CA-Reno NV operation on Jan 18 and will run thru Apr 18, 1979. The train leaves Oakland on Friday evening and returns from Reno Sunday night. The trip package costs $99. The gasoline situation has been causing the traffic on that route to surge (California on Nov 19 returned to the odd-even gasoline sales system--our county had never been off it--and this time all counties in the state are affected). Snow has already fallen in the Sierra, beginning early this year, and on Dec 2 about 600 people took a train from Reno to return to the Bay Area. They rode in five "Sparks coaches" (operating from Oakland to Sparks NV on weekends on the SAN FRANCISCO ZEPHYR) and in a specially chartered RENO FUN TRAIN arranged by radio station KNBR of San Francisco. The chartered train's consist is probably a preview of what the regular FUN TRAIN will look like this winter: it had engines 536 & 524 and cars 5433, 5406, 5414, 5430, lounge 3311, 5417, 5408, 5606, lounge observation 3330, 5429, 5424, 5415, and 5428. Train 5 the same day looked like this: engines SP 9352, Atk 539 & 624; cars 1198, 1525, 4522, 4890, dome 9458 "Silver Brand", 5667, 3321 "Molly Pitcher", 8092, 2759 "Palm Summit", 2674 "Silver Channel", and Sparks coaches 5402, 7200, 6452, 5601, and 5604. The SFZ, incidentally, was detoured in both directions over the Western Pacific's Feather River Canyon route on Nov 20 and 21 (dates somewhat uncertain).....

PHOTO AT LEFT is another view of the Superliner display train at Pasco WA shown on our cover. This photo is also by Glenn Lee. New equipment will come eventually for Eastern trains as well. On Sep 5 Amtrak sent out a letter to car manufacturers telling them of Amtrak's interest in ordering 400 or so single-level long distance passenger cars. Amtrak wants about 200 coaches, 100 sleepers, 60 diners, and 40 lounges, and it said it might more than double the order later. Amtrak expects to issue detailed specifications for the cars in Jan or Feb. Amtrak wants to place an order as soon as possible in this fiscal year, and wants the first cars delivered 18 months later. Amtrak's query letter went to such sources as SIG in Switzerland, Waggon Union (Berlin), DGA International (France), French National Railways, Allied International Corp., Budd, Pullman-Standard, Unite Traction (France) Tokyu Car Inc. (Yokohama), Kawasaki, Mitsui & Co., Japanese National Railroads, Hawker-Sibbeley, Bombardier, ANF Industries (who built the Turboliners), AEG Telefunken, and British Rail.....

AMTRAK PRESIDENT BOYD spent two weeks in Japan at the invitation of Fumio Takagi, president of Japanese National Railroads, examining the Bullet Train system, and especially its maintenance procedures. Mr. Boyd gave a talk in Chicago on his findings on Nov 27, and he called the maintenance process in Japan a "work of art". Said Boyd, "The radical, all-out approach of Shinkansen (Bullet Trains) has to come to this country." He said it's time to begin on the 200-400mi corridors of the U.S.....

THE MONTREALER DERAILED on Nov 21 just after 3am. The southbound train left the tracks near Easthampton MA as it was carrying 350 or 450 passengers (reports varied) in nine cars. The engine and the first five cars derailed but remained upright.

There was one reported minor injury to a crewman. Because there was a siding nearby, Amtrak was able to bring another locomotive and move the four underailed cars away with the passengers packed into them, taking them to New Haven. The accident, which occurred at a slow speed, was reported caused by a spread rail on a curve.....

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CARS & CONSISTS

*COAST STARLIGHT, train 11, San Jose Nov 24: engines SP 8647 (on at San Jose), SP 9221, Atk 642 & 539; cars 1110, 1500, 4483, 4544, dome 9472, 4534, dome 9471, 8330, 4861, 4480, 4533, 4510, 4536, dome 9476, dome 9352, 8034, 2656 "Silver Crag", 2608 "Pacific Crest".

*NORTH COAST HIAWATHA, train 18, Seattle-Chicago official last run Sep 28: engines 315, 286 (F40PHR's); heater car 668; cars 1197, 2152 "Silver Hyacinth", 4891, dome 9454 "Silver Rifle", 4540, 4550, dome obs 9331 "Silver Veranda", 8096, 2675 "Silver Vale", 2670 "Silver Terrain", 2262 "Placid Haven", 1011, private car 28 "Jo-Vi-La". Train 17, Chicago-Fargo official last run Sep 29: engines 255, 247 (F40PHR's); heater car 661; cars 1246 (Chi-St. Paul), 1272 (St. Paul-Fargo), 1235, 5430, dome 9466, 4890, 4543, dome 9469, 4401, dome 9813 "Silver Cup", 8060, 2673 "Silver Boulder", 2661 "Silver Plain", 2261 "Placid Harbor".

*FLORIDIAN, train 57, Chicago Sep 30, official last run: engines 300 (F40PHR), 472 (E9B); cars 1424, 2537 "Wren", 5426, 4444, 8331, 3313, 5802, 5624.

*SILVER METEOR, train 87, New York Nov 14: engine 953 (E60); cars 1413, 1411, 2689, 2676 "Silver Ravine", 8002, 4553, 4450, 4419, 4408, 3332, 4440, 4434, 4423, 8013, 3204 "Gulf Stream", 2702 "St. Petersburg".

*LAKE SHORE LIMITED equipment: following are new numbers of cars electrified for the LSL (old no. first, new second). Baggage: 1180-1150; 1183-1151; 1191-1151; 1193-1153; 1196-1154. Bag-dorm: 1426-1610; 1417-1611; 1415-1612; 1408-1613. Coaches: 4567-4600; 4576-4601; 4570-4602; 4563-4603; 4577-4604; 4559-4605; 4557-4606; 4560-4607;4580-4608; 4565-4609; 4572-4610; 4575-4611; 4578-4612; 4568-4613; 4562-4614; 4573-4615; 4581-4616; 4582-4617; 4554-4618; 4555-4619; 4571-4620. Lounges: 3406-3100; 3408-3101; 3401-3102; 3403-3103; 3409-3104. Diners: 8051 "Silver Diner"-8500; 8055 "Silver Tureen"-8501; 8053 "Silver Cuisine"-8502; 8054 "Silver Chef"-8503. Sleepers: 2602 "Pacific Beauty"-2880; 2630 "Pacific Sands"-2881; 2638 "Pacific Trail"-2882; 2627 "Pacific Range"-2883. Slumbercoaches: 2002-2050; 2001-2051; 2000-2052; 2005-2053. A few more cars are to be added to this list.

QUOTES OF THE WEEK***

"Visitors from Europe frequently express surprise at the poor condition of track on many U.S. railways. ...many are in a condition which would rarely be encountered on secondary or branch lines in Europe--let alone trunk routes."

--Railway Gazette International, October.

SLIP OF THE MONTH CLUB***

"The Rio Grange Zephyr, last of the non-Amtrak passenger trains, still offers perhaps the single most spectacular standard-gauge train ride in the country..."

--Ralph Blumenthal in New York Times, Nov 11.

(But only farmers ride it.)

"For a rundown of what is left for the railroad traveler, here, first, are the long-distance passenger trains eliminated last month and any arrangements for alternate service:...

"Floridian between Chicago and St. Petersburg; combined with the Silver Meteor."

--Ralph Blumenthal in New York Times, Nov 11.

(So that's where it went.)

"Amtrak officials also plan other moves, including: Replacing outmoded steam engines with electric-powered trains."

--Fort Worth Star-Telegram, Oct 30.

(It's only a plan so far.)

PLEASE HELP SAVE "PRINCESS MARGUERITE"

The British Columbia government is delaying action on retirement of the "Princess Marguerite", ex-CP Rail steamer of 31 yrs on Seattle-Victoria run. Strong editorial opposition to retirement has appeared in newspapers such as the Victoria Times, which says the mini-ocean liner is a tourist lure similar to San Francisco cable cars or the gondolas of Venice.

PLEASE HELP! Address a short letter or card to: Premier Bill Bennett, Parliament Building, Victoria, B.C., CANADA. Ask Premier Bennett to order continuation of the Princess's service and an upgrading of the ship for 1980 season.

Also helpful would be a letter to editor of Victoria Times or The Daily Colonist, both at 2621 Douglas St, Victoria, B.C., CANADA V8W 2N4

Message sponsored by Princess Marguerite Committee, 11910 64th Pl S, Seattle 98178

RAIL FANTRIPS

Dec 31: New Year's Eve cruise Sacramento-San Francisco on M.V. "Emperor"; bus connection from S.F. for Bay Area residents. $50 ($85 incl overnight at Fairmont Hotel. Delta Travel, 1540 W. Capitol Ave, Sacramento CA 95691. 372-3690.

Jan 19: "Snowflake Special" special Boston-White River Jct, VT on CR & B&M thru Connecticut Valley & Green Mts. $34, under 12 $16. Mystic Valley Rwy Society, Box 32, Mattapan MA 02126. (617) 361-4445 (24-hour phone service).

One Rail Fantrips listing is free. Send full info to: RAIL TRAVEL NEWS, Fantrips Dept., PO Box 9007, Berkeley CA 94709.

EXPRESS ADS

CITIZENS FOR RAIL CALIFORNIA WANTS 200 NEW MEMBERS.
Why should you join? Congressman Jerry Patterson (D-Santa Ana) said it best: "In the State of California those who deserve special recognition... for their efforts in pursuing rail passenger service improvements include... the many dedicated members of Citizens for Rail California" (on the House Floor, September 25th). CRC is on the move; we ask you to join us.
$15/regular; $7.50/student/retired. Mail to P.O. Box 99782, San Diego CA 92109.
Bi-monthly meetings and CRC NEWS.

DINING CAR DISHES, glasses, silver, cloth. Timetables, guides, stationery, rules, metal & Pullman items, annual reports from 30 railroads. Long stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy items.

GAY FREEDOM TRAIN--that historical whistlestop trek from coast to coast to October's March on Washington captured in a 3000-word on-board report with photos. $3 incl. 60-pg issue of OUT Magazine, 5907 Penn Mall, Rm 210, Pittsburgh PA 15206.

RTN ADVERTISING RATES: Express Ads $1 per line of 80 spaces. Display ads $1.25 per square inch. RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.

EXPRESS ADS

TRAINS!!! We know them!!! We ride them!!! We sell train tickets!!!
Call us for tickets and reservations for your next trip!!!
GREAT WESTERN TOURS, 639 Market St., Suite 900, San Francisco 94105.
(415) 398-2994. P.S. We sell air tickets, too.

CHESAPEAKE & OHIO CALENDAR - 1980. Thirteen outstanding photos of steam and diesel by Reid, Collins, Collias, Cook, Huddleston and others on 11x17 fold-out appointment calendar. Historical C&L/PM/HV dates each month. Excellent reproduction. Order today; limited run. $3.25 postpaid. C&O Historical Society, Dept. RTN, P. O. Box 112, Springfield, VT 05156.

JOIN THE NATIONAL ASSOCIATION OF TIMETABLE COLLECTORS. $12 annual membership brings two regular publications and many benefits for the collector. Sample publication free. Tom Coval, Membership Director, 21 E. Robin Rd, Holland PA 18966.

Railroadiana hardware, books, jewelry and more now available from one source. Send 28¢ in stamps for large, 14-page catalog. Replica Mail Specialties, P.O. Box A-1353, Grand Central Sta., New York NY 10017. Please note new PO box number.

50 Different Railroad Postcards $4.50, 100 different $7.95 postpaid.
Joseph Lajoie, 22 Stevens Street, Methuen, Mass. 01844.

AMTRAK SLIDES: RTN reader wishes to trade color slides of Western Amtrak trains for Eastern Amtrak trains. Can trade slides of SAN DIEGANS, COAST STARLIGHT and SOUTHWEST LIMITED in various locations. Interested in non-Amfleet Eastern trains. Mark Johnston, 420 N. Sunnyslope Ave., Pasadena CA 91107.

Dissected, analyzed, unclothed, the NAKED AMTRAK LAW is set forth by none other than the low-cost rail transit catalyst. There in his unofficial 1979 UPDATED AMTRAK LAW, stand MONTREALER, NATIONAL LIMITED, SHENANDOAH, CARDINAL, FLORIDIAN, LONE STAR, PIONEER, NORTH COAST HIAWATHA, DESERT WIND, to stun Amtrak, to shock the Congress at this mirror-view by catalyst Robert J. Swan of what they have legislated...as oil production staggers. $10, Box 1866, Long Beach CA 90801.

NORTHWEST RAIL IMAGES is not the official train photographer of the 1980 Olympic Games. Nevertheless, we do have a new fall pricelist of reissued and new titles for our duplicate color slide sets, that include Amtrak and pre-Amtrak subjects. 35¢ brings a list and sample slide. NRI, 4891 Donald Street, Eugene, OR 97405.

COLLECTOR'S ITEM: Fall 1979 VIA timetable, withdrawn as soon as published due to errors, changes. For envelope with this & other fliers, write T2000 Membership Services, Box 300, Ottawa, Ont. K1N 8V3, encl. $1 for postage and handling.

INARP has offered to help form America's first deaf Rail Travel Club.
So if you are deaf, or know someone who is deaf, someone who likes passenger trains and travel, please write: Iowa-Nebraska Association of Railroad Passengers Post Office Box 3182, Omaha, Nebraska 68103.

TROLLEY TRAILS THROUGH THE WEST, Vol. 7 - Northern California $4. Back issues $3 ea (Vols 1-Yakima, 2-Seattle, 3-Portland, 4-Tacoma/Spokane, 5-Montana/Utah, 6-Western Canada). Moneyback guarantee. Wilson Bros. Publications, Box 712rtn, Yakima WA 98907.

AMTRAK OCTOBER 1-27 COLLECTOR'S ITEM timetables (mint condition) available for trade only. Want mainline railroad timetables, prefer system, no commuter. Other passenger train artifacts will be considered. Offers to:
Bill Fahrenwald, 3643 N. Greenview, Chicago IL 60613.

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* official Amtrak consists.
* maps, charts and diagrams
* 16-page 1979 supplement sent **FREE** when published.

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ILLEGAL TRAINS
They're running, and others illegally aren't. "The Naked Amtrak Law" Preveration, rail catalyst Robert J. Swan's unofficial 1979 UPDATED AMTRAK LAW.
$10
R.J.S., Box 1866
Long Beach, CA. 90801

BOOKS

The publishers of Passenger Train Journal have just released their PASSENGER TRAIN ANNUAL NO. 4. This year's work is even better than last, and it features more pages (80) and more color photos. They were wise in dropping the long narrative section of last year's edition and sticking with brief captions.

The soft-cover book contains 5 sections entitled The Year in Review (key events of 1978 and early 1979), The Vanishing Covered Wagon, Steam: Simply Spectacular, Action in the Golden State, and Canada in the Age of VIA.

The photos are high quality, and while the layout of the book could be a little more imaginative, it is hard to fault the hard-working publishers, for who else is doing anything like this?

This is a highly desirable picture book for any rail enthusiast's library or coffee table. It's in the same horizontal 10 3/4 x 8 1/2 format, and costs $9.95 ($10.95 to Canada) plus $1 postage and handling. It's available from PTJ Publishing, Inc., PO Box 397, Park Forest IL 60466.

Dec 1 is the publication date of RAILWAYS OF THE USA, the fourth and final volume in the series "Railways of the World" by O. S. Nock.

Mr. Nock looks at American railroads thru the eyes of a British railfan, and the result is a very engaging book on nearly all aspects of railroading on the major American roads. He is a good writer who turns out a very readable narrative, with myriad facts and figures thrown in skillfully so as not to be in the least boring.

The author traveled by passenger train over most of the lines he discusses, and he describes his journeys in great detail. Tho he mentions Amtrak numerous times, he never does explain just what Amtrak is, unfortunately. (It would be an interesting bit of detective work to determine the date of his Seattle visit by the STARLIGHT's locomotive consist--Amtrak E8, two BN freight units, and two SR units.)

This book has a lot of interesting reading. It's 317 pages, hardbound, with 79 b&w photos of varying quality, and costs $19.95--Hastings House, New York, is the publisher.